assistance in the State Institutes of Public Administration. Such Faculties are in operation in the States of Andhra Pradesh, Gujarat, Haryana, Kerala, Rajasthan, Tamil Nadu, Uttar Pradesh and West Bengal. The International Day for Natural Disaster Reduction is observed on the second Wednesday of October every year to highlight matters pertaining to natural disaster reduction.

Shifting of Railway Institute of Civil Engineering

3982. SHRI V.N. GADGIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to shift the entire complex of the Indian Railways Institute of Civil Engineering from Pune to Bangalore; and

(b) if so, what is the rationale behind this decision?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

Fall in Agricultural Production Growth Rate

3983. SHRI ANANTA SETHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is a fact that there has been a significant fall in the agricultural production growth rate in the post-Green Revolution period and from the period when price support schemes for agricultural produce have been introduced;

(b) whether Government have notices that while productivity growth rate has improved, the production growth rate has declined;

(c) if so, whether any survey has been made in this regard; and if so, to what extent agricultural growth rate has declined and the reasons therefor; and

(d) the steps Government have taken in this regard?

THE MINISTER OF AGRICULTURE (SHRI CHATURANAN MISHRA): (a) to (c) The average annual rate of growth of agricultural production during the post-Green Revolution period i.e. 1967-68 to 1994-95 at 2.9 percent is not significantly lower than the rate of growth of production at 3.1 percent during the pre-Green Revolution period i.e. 1949-50 to 1964-65. The rate of growth in the most recent period i.e. 1980-81 to 1994-95, is much higher being 3.4 percent. The rate of growth of production of foodgrains in the most recent period of post-Green Revolution Era i.e. 1980-81 to 1994-95 is also higher being 2.9 per cent per annum as against 2.8 per cent per annum in the pre-Green Revolution period. The impact of Green Revolution is perceptible on increasing productivity per hectare. The rate of growth of productivity of foodgrains which was 1.36 per cent per annum during the pre-Green Revolution period of 1949-50 to 1964-65 increased to 2.21 per cent per annum during the overall post-Green Revolution period of 1967-68 to 1994-95 and still higher at 2.77 per cent per annum in the most recent period of post-Green Revolution Era i.e. 1980-81 to 1994-95.

The Government reviews the rates of growth of area, production and yield of crops every year and thus keep a watch on their performance. The rate of growth of agricultural production during most recent period of 1980-81 to 1994-95 has to be appreciated in view of the fact that the rate of growth of area during this period was (−)0.34% per annum in case of foodgrains and only 0.23% per annum for all crops against the rate of growth of 1.35 and 1.58 per cent per annum of foodgrains and all crops respectively in the pre-Green Revolution period.

(d) The future programme of the Government for increasing the agricultural production is basically aimed through raising the productivity per unit

of area. In order to raise the rate of growth of productivity, the Government is implementing several production oriented programmes for various crops along with improving the supply of inputs and providing price and market support.

Newsitem Captioned "Rajdhani track develops cracks in Dhanbad"

3984. DR. MAHESH CHANDRA SHARMA:
SHRI RAMDAS AGARWAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the newsitem published in the Telegraph, Calcutta dated 3-7-1996, captioned "Rajdhani track develops cracks in Dhanbad-unscientific mining leads to subsidence";

(b) whether it is a fact that inspite of warning given by the Chief Mining Adviser, neither the Railways nor the Coal India Limted paid any attention to the safety of the tracks passing through the collieries; and

(c) the preventive steps taken by the Railways for the construction of an alternative route between Dhanbad and Patherdih?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) No, Sir, it is not a fact.

(c) Construction of an alternative route is not contemplated.

Delay in offloading of urea

3985. SHRI SHIVAJIRAO GIRIDHAR PATIL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that there has been a delay in offloading Rs. 52 crore worth of urea which cost the exchequer $ 25,000 per day; and

(b) if so, the reasons for delay in offloading the urea?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SHEES RAM OLA): (a) and (b) For handling and distribution of imported urea during 1996-97, the Government had started the process for appointment of handling agencies well in time. But unlike in the past, the rates received through tenders for handling urea at the ports for the current financial year were uniformally higher over the previous year. As these rates have an implication on the quantum of urea subsidy, the finalisation of the 1996-97 contracts merited detailed scrutiny by different agencies of the Government. During this process, five vessels containing a total of 93,535 MTs. of urea arrived at Indian ports in the period immediately prior to the appointment of handling agencies. The pre-berthing detention in the case of these vessels is estimated as 6.17 days per vessel and the weighted average detention charges as Rs. 1.87 lakhs per day.

Banning of Industries in forest areas

3986. SHRI VEDPRAKASH P. GOYAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government are considering to put a blanket ban on setting-up of industries in forest areas even if they fulfil the requirements as laid down by law;

(b) whether this policy will not deny direct and indirect fruits of industrialisation and infrastructural development of the area;

(c) whether Government are considering guidelines for the entrepreneurs whom they want to put up industries based on raw material available in forests; and

(d) whether the Ministry of Industry will be taken into confidence before arriving at a decision on the above mentioned ban?